

# Hulman Employees in Terre Haute Vote 97% for Union Shop

SEE THRU DOOR OF 144, PAGE

## The Indiana Teamster

"Serving the Indiana Teamster Movement"

U. S. POSTAGE

1c PAID

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No.

## UA ELECTION LABOR'S GREATEST VICTORY

### Three Officers of Local 520 Acclaimed for Safe Driving



Three officers of Teamsters Local 520, East Chicago, are in a group of 14 drivers of that union who have been acclaimed for safe driving by the McKeown Transportation Co. These are shown in the photo, standing, left to right: Adolph Farber, Jr., union vice-president, with accident-free record of eight years; Walter Schubert, president, also with an eight-year record; and Kelmman Borsits, Sr., recording secretary, seven years. Other officers of Local 520 in this picture, recently snapped by the LABOR BEACON, of Michigan City, are Frank Potesak, union business representative, standing extreme right, and,

sitting, left to right, Frank Novak, trustee; Steven Toth, secretary-treasurer, and Joseph Burba, trustee. Other drivers of the local who received awards from their company were: Bob Smith, 10 years safe driving; Ray Davis and Mat Dillon, eight years; Adam Kempinski, seven years; Oscar Iljanic, six years; Jim Labas and Clarence Van Sessen, five years; Herschel Turner, four years; Michael Baranik, three years; Thomas Harkins, two years and Mexico Smith, one year. The company threw a party for the 14 accident-free drivers and presented each with a Safety pin.

### Evansville Union Wins All 17 Cases

M. J. Angel, secretary-treasurer of Teamsters Local 215, Evansville, reported to the last meeting of the Indiana State Drivers' Council that his union had won 17 out of 17 union authority elections conducted during the last month by the NLRB.

A number of other elections were scheduled to be held, according to C. B. Birdsong, president.

Practically all the elections were held on company time and with the cooperation of the employers; and all these won were voted by overwhelming majorities.

Now the 17 victories prove what liars the Taft-Hartley promoters had to be to advertise the fiction that union membership is forced upon unwilling workers by the business

(Continued on page 2)

### The Look See with 233

By ED and PAUL

After extended negotiations, President Bauer and Brother Higgs have succeeded in obtaining a new contract for our commission house employees, with a substantial increase in wages.

President Bauer and Brother Higgs attended the Midwest Produce Conference at Chicago, May 11-13. Brother Higgs reports that the meeting was highly informative and interesting. Many ideas were advanced there which will certainly result in better conditions for our produce employees in Indianapolis.

The meat agreements are now all set for another year. The brothers at Kingan's, Stark Wetzel, Swift's and Stadler's received good wage increases and a number of favorable fringe issues. Union security elections were won at all these places.

Brother Ed McCarthy, vice-president, who is Number One Kingan driver, is now referred to as Honorable Ed, due to his service as a juror in a local court.

John Wachtel Co.'s agreement is now being negotiated, with all issues hinging on wages.

Brother Brunk, of Kroger's, who is also trustee of this local, has been off sick for the past six weeks. We all hope he'll be back to work soon.

Glidden's Feed Mill has a soft ball team. . . . Anyone wanting to see a good soft ball game can find out where and when one will be played by calling Cecil Marsh, Jr., at Market 8441.

It appears that Brother Clyde Cox, of Kibler's, is not only a good truck driver but an A-1 wood worker.

A special meeting was held June 5 for all members employed at the A & P. Ground work was laid on their new contract for the coming year.

UA elections at the J. C. Perry Co. resulted in another victory for your local union, and it was unanimous.

The brothers at J. P. Michael Co. and Stark Wetzel Co. also signified their contempt of the Taft-Hartley law by voting 100 per cent to keep their union security—and in a secret ballot!

### LOCAL 188 PAYS TO ADVERTISE FAIR TAXICABS

An outstanding example of good labor-management relations—promoted by labor.

After winning a seven-day strike against the Yellow Taxicab Co. in Shelbyville, Teamsters Local 188 turned around and paid for a large display advertisement in the Shelbyville News, advising the citizens of that city that their taxicab service was operating again as usual, and even giving the company's telephone number.

The union was happy to pay for the advertisement, says C. E. Davis, president, because it was by way of celebrating a good conclusion to a labor dispute and also marked the first collective agreement for taxicab drivers ever obtained within 40 miles of Indianapolis.

By the new agreement the Shelbyville drivers receive

(Continued on page 3)

### Miller's Union Wins Strike, UA

VINCENNES — Five men who worked behind the picket line at the Bierhouse Wholesale Grocery Co. here when Teamsters Local 417 was on strike against the company later voted for the union shop and joined the union.

Charles Miller, union secretary-treasurer, congratulates all of them on seeing the light.

The strike, involving 22 employees, lasted two weeks and ended with a contract, giving the members increased pay, retroactive to January 1 last, improved working conditions, union recognition and other concessions.

Mr. Miller reported the victorious outcome of the strike at the May meeting of the Indiana State Drivers' Council, of which he is vice-president.

He said also that officers and members of Local 417 express sympathy for Brother Clyde Turner, laid up with a leg ailment.

### Beware! No Vote Counts vs. Union In UA Election

By S. W. HELTON

LAFAYETTE—The importance of attention and care in union shop elections can not be too strongly emphasized if local members wish to maintain their present conditions and wages for which we have all worked to obtain for the past few years.

We cite our latest union shop election as an example of what may happen as a result of carelessness.

This election, conducted by mail by the National Labor Relations Board (as many are), involved but 10 of our members. We believe these men are all good Teamsters. However, only seven of them mailed

(Continued on page 4)

### South Bend Oil Contracts Signed

Among new contracts recently obtained by Teamsters Local 364, South Bend, is one giving increased wages and improved working conditions to all members employed in eight bulk oil plants.

Announcing the agreement at the May meeting of the Indiana State Drivers' Council, Walter E. Biggs, president of Local 364, reported also that his local has signed a new and favorable agreement affecting inside workers of the Pychault Trailer Co.

### Pat Hess Blames Indifference For Worst Congress in History

"Now seriously, gentlemen . . ."

Pat Hess laid it on the line to the Indiana State Drivers' Council, at its May 21 meeting in Lincoln Hotel.

"Labor has taken it on the chin for the last several years as never before, and it's labor's fault. We here in Indiana have no one but ourselves to blame for such men in Congress as Gillie, Harness, Hallock Grant.

(Continued on page 3)



## Vision of Swede Carlbom of Teamsters Local 193

By Swede Carlbom

Spring was coming to the California lowlands at Canby, bringing raging floodwaters from melting mountain snows, pouring the waters far and wide over the Big Sage Valley.

It was talk in Alturas that the state would close Highway 299 for fear of crumbling bridges. I was told that the road was still passable going west; another hundred miles I would reach the Hatchet Mt. pass and the highlands at Burney.

It was late in the evening when I decided to take off with my van for higher grounds to prevent being marooned.

After a night of stomach-pit pains, irregular heart-beats and jitters, I arrived early in the morning at the foot of Hatchet Mt. and began to climb to the highlands above.

I found a wide place at the edge of a dark forest where I pulled in and parked. I got out of my cab somewhat wobbly. For a while I stood there rather dazed. I sat down on a large stump of a tree. The forest all around me was very dense. It was wet and damp from the rain of the night before. The air was warm and humid. It was murky, although the morning was getting late. At last the sun broke through some dissipated clouds, shooting beams of light through the openings in the tree tops, spreading a soft glow over bushes, flowers and moss-covered rocks.

The sun brought a stir of life to the forest; the twitter of birds, the chirp of insects, the rapid peck of the woodpecker and the sound of scurrying squirrel feet up the tree trunks. A light breeze swayed the tall tree tops and thousands of pearly rain drops danced to the green, mossy ground below.

Next to where I sat stood a very tall pine tree, stately and straight like the tallest of flag poles. It tapered proportionately up to a very wide and handsome crown. Alongside my van, laid in a bed of flowers, was a tree trunk, moss-covered, long and straight. It looked as though it had fallen from the stump I was sitting on.

I remembered a bottle of spring tonic, found in a supposedly empty medicine chest, and took a swig. It was sweet and tasted good. I took another swig and two more on top of that, leaning my back against the tree stump, waiting for the spring tonic to charge my tired body with pep and vigor. I threw my head back and looked up into the crown of the tall pine tree beside me. It looked on me and said, "Hello, Pal! I see you are tired."

It surprised me to hear a voice from a tree. I have heard of whispering pines, but never of talking ones. This one spoke again: "You are resting your head on the stump where once stood my mate."

"Your mate?" I said.  
"Yes," said the pine, "you see, we grew up together on this spot. As years went by, we grew very tall and stately. We were at all times at the same height. We became very fond of each other. I named her Pitchy. She called me Piney. Together we saw many seasons come and go. When the raging storms in early spring and late fall came, we clung close to each other, braced ourselves and when we heard tall timbers crash

around us we held each other tight.

"One morning a woodsman came, carrying an ax. He stopped and looked up at Pitchy. He took a whetstone from his pocket and sharpened his ax. He looked up at Pitchy again. He took a whack at Pitchy's trunk. He took another. It must have hurt Pitchy, because it hurt me, also. He circled around her, whacking and whacking until only a tiny part of her trunk held her erect. A last whack brought her into my arms. I tried to hold her, but could not. She fell with a tremendous crash to the ground. It broke my heart. The woodsman walked off. He never came back. As the years went by, emerald green moss grew and covered her trunk, limbs and broken crown. Clusters of violets grew in the moss. She looked very pretty as she lay there at my feet."

Piney ceased talking. For awhile he stood in silence, looking down at his fallen mate.

I said, "I'm awfully sorry, Piney."

Piney resumed:  
"You are fortunate to be here on this great day!"

"What great day?" I inquired.

"Well," said Piney, "once a year, in the beautiful month of May, our God and Creator walks through the forest, over the path in the clearing through which you just came. Today is the day. He shall soon be here."

Excitedly I sprang to my feet and said to Piney, "I never met God. I'd like to see Him."

"Hush," said Piney, "you poor mortal; you will not be able to see Him, but you shall be aware of His presence."

Of a sudden the din of the forest ceased. The song of the birds died away. The peck of the woodpecker and chirp of the cricket ceased. The scurrying of squirrel feet, the humming of bees, the rustle of leaves, the babble of the brook and the flutter of butterfly wings—all became still. Flowers bent their graceful stems toward the path, while birds and even frogs sat mute on limbs and logs. A divine silence fell over the forest. Piney whispered softly, "Here He comes now!"

As I stood looking intensely toward the opening in the thicket, fear and dread to meet my God seized me. I ran and flung my arms around Piney's trunk. The fear only lasted an instant. Then an overwhelming peace came over me. I loosened my hold upon Piney. I began to cry. I could not see my God; but I felt His presence very near me. I bowed my head and for several moments I stood there transfixed.

The din of the forest began anew. God had passed. Life in the forest burst into hilarious acclamation. The birds sang: "Did you see? He smiled at me." Crickets chirped: "Did you see? He looked at me." I looked up at Piney. He said, "Well, you see, He lingered, looked up and smiled at me. He knows my heart is broken."

I asked, "Did He look at me?"  
"Yes, He did," said Piney. "You know, God thinks a lot of His truck drivers."

"Could it be," I asked, "because we ask Him so often for help to drive our trucks, when the roads are slick and icy?"

Piney chuckled and said, "Yes, my pal. It could be! It could be!"  
Something hit me lightly on the head. I looked up into Piney's crown. A strong breeze swayed it and several pine cones danced down. One socked me on the nose. I got up and said to Piney, "Did you speak to me awhile ago?"

Piney just kept on swaying and said nothing. I spotted the bottle of spring tonic by the stump. I picked it up and read the label: "Fred Springer's Tonic Cure for Insomnia. Directions: To induce sleep take a swig or two before bedtime."

## R. D. Malarney Analyzes Two New Subjects

Two bulletins which were issued recently from Washington dealing with legal matters affecting Teamsters, have been analyzed and condensed by Attorney Robert D. Malarney.

Copies of the condensations have been sent to all Teamster unions in Indiana and may be obtained from Malarney's office, Room 503, K of P Bldg., Indianapolis.

One of these is an "Analysis and comment on the Bulletin issued by the Administrator of the Fair Labor Standards Act on April 30, 1948, pertaining to the exemption from maximum hours and overtime provisions of the Fair Labor Standards Act for certain employees of motor carriers."

The other condensation is of an opinion of the U. S. Attorney General's office in regard to checkoff with escape periods: assessments.

It concerns a memorandum from George T. Washington, assistant solicitor general, and T. Vincent Quinn, assistant attorney general, respecting questions raised by the solicitor of the Department of Labor regarding Section 302 of the Labor-Management Relations Act, 1947, dated May 13, 1948.

This brief explains that "The factual situation involved herein relates to a proposed form of checkoff authorization which is being considered by a large international union and a large manufacturing corporation."

## 12,000 Unsafe Drivers Flagged

With unsafe and illegal drivers being weeded off the highways rapidly, the Indiana Bureau of Motor Vehicles is carrying out plans to tighten enforcement of drivers' license regulations at local levels.

Although the machinery of the new license program has been operating only five months, the bureau said, 5,356 drivers already have been denied renewal of their licenses. Most of these, according to Director H. Dale Brown, were persons who were in legal difficulties but many had been stopped by clerks because of poor vision or other physical handicaps. To June 1, 6,656 licenses have been suspended, additional to those denied.

Next step in extending the safety enforcement program, he said, will be to file current lists of all drivers under suspension or denied renewal with local police departments and sheriffs' offices. In the past, drivers have frequently been able to escape detection in their home community because their licenses were suspended away from home and information took many weeks to clear.

## Schwellenbach Buried in Seattle

WASHINGTON—Lewis B. Schwellenbach, Secretary of Labor and close friend of President Truman, died June 11 in Walter Reed Hospital, of "cardiac failure which complicated a recent illness." He was 53.

The remains were flown to Seattle for services and burial.

Elected a United States Senator in 1935, Schwellenbach was named a U. S. District Judge five years later and became Secretary of Labor July 1, 1945.

## Truman Assails Worst Congress

GARY—Denouncing the present Congress as the "worst in this country's history," President Truman told an audience here:

"Maybe next November we'll get a Congress that will work in the interests of the common people, rather than for the men who have all the money."

## Up to Date with 188

Officers and members of Teamsters Local 188 are saddened to learn of the death of Brother Paul Benton, who was employed at Gleason's Home-made Pie Bakery and lived at 1635 East Michigan St., Indianapolis. Funeral services were held in Palestine, Ill.

★  
Mrs. Roberts, wife of Brother Fred Roberts of General Baking Co., is recovering from a stroke, suffered at her home, 968 Rochester Ave.

★  
Brother Elvin Wilson, of the Indiana Condensed Milk Co., Sheridan, underwent an operation in Methodist Hospital, Indianapolis, May 11. Good luck, Elvin!

★  
Joseph Heath, father of Brother Howard Heath, of the South Side Baking Co., Inc., passed away May 18.

★  
Our best wishes go to Brother Elisha Stowers, of the Indiana Condensed Milk Co., Sheridan, who was required to have a finger amputated, at Veterans' Hospital, Indianapolis.

★  
Brother Roy Howard, of General Baking Co., is in General Hospital, Indianapolis, for medical observation.

## WHICH ARE YOU?

Are you an active member  
The kind that would be missed;  
Or are you just contented  
That your name is on the list?

Do you attend the meetings,  
And mingle with the flock  
Or do you stay at home,  
To criticize and knock?

Do you take an active part  
To help the work along,  
Or are you satisfied  
To only just belong?

Do you ever go to visit  
A member who is sick;  
Or leave the work to just a few,  
Then talk about the clique?

Think this over, member  
You know right from wrong  
Are you an active member,  
Or do you just belong?

An attractive card bearing this pertinent question addressed to every member of organized labor has been prepared by officers of Teamsters Local 144, Terre Haute, who found it in a union publication. President Gale F. Murrin gave copies to members of the Indiana State Drivers' Council at the May 21 meeting. All agreed it should have a wide circulation.

## Evansville Teamsters 215 Win 17 Out of 17 Elections

(Continued from page 1)

agent—that the members themselves would prefer "industrial democracy" (in which it's every man for himself against organized capital).

The 17 victories were acclaimed at the State Drivers' meeting by Gale F. Murrin, president, as typical of what is occurring all over the country.

"This action of the Evansville Teamsters illustrates that

of organized labor everywhere," he said. "Labor is voting 99 per cent for the union shop and that means the most humiliating defeat the Taft-Hartley law has had to suffer. Already they have bills in both houses of Congress to repeal the shop election clause in the new law. They want it cancelled before it boomerangs any further against the law as a whole."

## We Want Your Vote, Too!

How do you regard the Taft-Hartley Act?  
Are you for it or against it?  
Here's your chance to vote!

Recently, Senator Robert A. Taft and other supporters of this legislation have been making speeches trying to make the public believe that the Taft-Hartley Act is opposed only by labor leaders and that the rank and file of labor union members are really in favor of it.

We think the public ought to know the truth.

That is why we are conducting this nation-wide poll.

This is an entirely secret ballot. We want you to express your honest opinion with perfect freedom. All you have to do is to place a check in the box beside either of the two questions below and mail the clipping to Poll Department, American Federation of Labor, Washington, D. C.

I am for the Taft-Hartley Act ☐

I am against the Taft-Hartley Act ☐

Please mark your ballot above and mail to  
Poll Department, American Federation of Labor,  
Washington, D. C.

**WE HAVE  
THE VOTES  
LET'S  
USE  
THEM**



# PAT HESS WARNS THAT LABOR MUST VOTE

## Enemy Agents Always Elected By Rich Man's Minority Vote

(Continued from page 1)  
every district of Indiana who do not want these anti-labor representatives. But these voters won't go to the polls and say so on election day. It is up to the labor organizations to get out the labor vote, to get that vote registered and to the polls. And it is up to the Teamsters to lead the way. We have 17,000 members in 30 industrial centers."

Pat Hess was renamed chairman of the legislative committee of the Indiana State Drivers' Council by President Gale F. Murrin at the May 21 general meeting of the council in Hotel Lincoln.

Mr. Hess is head of the Ft. Wayne Teamsters and a vice-president of the Indiana State Federation of Labor. He told of several political meetings he had attended recently, and said he believed labor was beginning to awaken from the apathy that has always worked to its disadvantage on election day.

"If we want good men to make our laws in Washington and in the Indiana Legislature, it behooves us to work and

work hard for the election of good men," he said, adding:

"This coming election in November is no time for politics. It's a battle between labor and labor's sworn enemies. I'm a Republican—but some bad birds have gotten into the party."

He illustrated on a map of Indiana how every congressional district had sent an enemy of the working man to Congress for the last several years, excepting only the First and Eleventh Districts, which had elected Ray Madden and Louis Ludlow, respectively.

In the other nine districts, he said, the labor-hating candidates, who could have been swept into oblivion if labor and its friends had voted, were sent to Congress by a comparatively few votes.

The anti-labor congressmen from Indiana who should never be returned to Washington, Mr. Hess said, are:

Charles A. Halleck, 2nd district; Robert A. Grant, 3rd district; George W. Gillie, 4th district; Forrest A. Harness, 5th district; Noble J. Johnson, 6th district; E. A. Mitchell, 8th district; Earl Wilson, 9th district, and Ralph Harvey, 10th district.

## Teamsters Plan to Attend State-wide LLPE Meeting

Teamster delegates who are interested in helping to purge Indiana of its labor-hating congressmen have been invited to attend a meeting in Indianapolis, June 28, to assist in the final organization phases of the AFL's Labor's League for Political Education in this state.

Joseph D. Keenan, national director of the league, is scheduled to attend this meeting.

Announcement of Mr. Keenan's visit to Indianapolis was made in letters sent to members of the State LLPE Committee and affiliated state organizations and Central Labor Unions by Carl H. Mullen, State LLPE chairman, and John Acker, secretary-treasurer.

The meeting will be held in the Chateau Room of the Claypool Hotel beginning at 10 a.m.

State LLPE officials pointed out that inability to obtain a large hall on the day of Mr. Keenan's visit precludes the possibility of a mass meeting.

It was recommended in the letter that the organization's president and secretary be delegated to attend the meeting.

### State Branches

Joseph D. Keenan was chosen director of Labor's League for Political Education, of the league's Administrative Committee.

### NOTICE: ALL MEMBERS OF LOCAL 233

If you change your address, please fill in the following blank and mail to Teamsters Local 233, 28 West North St., Indianapolis 4, Ind.

### CHANGE OF ADDRESS

NAME .....  
OLD ADDRESS .....  
NEW ADDRESS ..... ST. ....  
CITY AND ZONE NO. ....  
STATE .....

## NO. 188 PAYS TO ADVERTISE FAIR TAXICABS

(Continued from page 1)

greatly increased wages, improved working conditions, including two weeks' yearly vacation and, of course, recognition of their union to guarantee that the company maintains a good will policy for the duration of the contract.

What an example for the Indianapolis drivers, who have become so degraded that they have to rob, gamble and procure to make ends meet on their meagre earnings. We hope the young women who are replacing them in the Red cabs turn out to be a better lot.

The Shelbyville taxicab drivers won their strike because all stuck together and none ran back to scab on the others after the first day out. That is, no rat helped break their strike so he could be made a supervisor.

By sticking together to the last man, the Shelbyville drivers got what they were after—a chance to work honorably and to live decently.

And what is more important to the public, the people of Shelbyville aren't afraid of being raped or robbed by riding in a taxicab—in Shelbyville.

## Security Bond Day Is June 25

You still have time to invest money in the United States Government and on Friday, June 25, a solicitor may ask you to buy a savings bond.

June 25 has been designated by Treasury officials as Security Bond Day in Indiana, to spur sales of U. S. savings bonds in the Security Loan campaign, which is America's largest peacetime bond-selling campaign.

The campaign got off to a fairly good start April 15, but, according to Orville R. Maxfield, state director, must be stepped up by substantial purchases of E, F and G bonds, if the state is to reach its quota of \$67,500,000.

County chairmen in the 92 counties have assigned volunteer workers to make business-to-business and house-to-house canvasses in most of the state's communities, including most cities.

Announcement of the special bond day came from Mr. Maxfield after it had been revealed that Indiana's sales in the drive so far have been only 30 per cent of the quota.

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### D. E. MAHONEY

## On the Line with 369

Sorry to hear the news from Madison, Wisconsin that a former member, Brother James Parkison, died on March 31, 1948. Brother Parkison had worked for the Beatrice Creamery for a couple of years and took a withdrawal card and went to Wisconsin for his health in October.

★

### MEMBERS OF LOCAL UNION 369

INSIST ON YOUR CLEANING BEING DONE BY THE FRENCH STEAM DYE WORKS OF MUNCIE.

BE SURE MEMBERS OF YOUR FAMILY PURCHASE PRODUCTS FROM SINGER'S, COLONIAL OR OMAR BAKERIES.

MEMBERS IN MARION, BE SURE AND PATRONIZE THE DEER CREEK DAIRY CO. DRIVER-SALESMEN ARE 100% UNION.

IN PATRONIZING THESE FIRMS, YOU WILL BE HELPING YOURSELF.

★

We have the following contracts signed for another year with substantial increases and improved working conditions: Uniform Beer Drivers' agreement of Muncie, Marion, Anderson & Elwood, Beatrice Creamery Co. of Muncie, Grant Iron & Metals Co. of Marion, and The Dump Truck, Ready-Mix and General Construction Division within this jurisdiction.

★

The Dr. Pepper Bottling Co. is still on strike after three weeks with very little progress. The company has refused all offers.

★

The regular meetings of this local will be discontinued during the months of June, July and August. The next regular meeting will be held on Sunday, September 12, 1948, at the Labor Temple in Anderson.

## Extra! 1 Red Cab Driver Convicted

People who are afraid to chance being raped or robbed or killed in accidents if they take a taxicab in Indianapolis, because so many hoodlums are employed as drivers, should view with optimism the fact that two non-union taxi drivers have left town recently.

One has jumped bail to escape jail for raping a woman passenger, and the company has assertedly paid her \$350 to drop suit and keep it out of the newspapers.

The other driver is on the Indiana State Penal Farm for 60 days.

This driver in stir is Delmar Cottingham, 21, of 115 West 11th St., employed, at the time of his arrest, by the Red Cab Co.

Police records show that Cottingham was arrested last February 19, charged with disorderly conduct, but discharged. A month later he was arrested for driving without a license, but judgment was withheld, and apparently forgotten by grace of politics. Next month (April, 1948) he was arrested in a gambling house and again discharged. His plea was that he was trying to make a little money by gambling to help out his sub-standard salary.

But a few days after he was caught playing poker, Red Cab Driver Cottingham got himself into a scrape with the police that all the big Republican politicians in the Red Cab management, its lawyers and Cliff Becker couldn't fix.

Read about it in the Indianapolis Star.

Trial of a taxi driver, charged with attempting to run down two women passengers with his vehicle Wednesday night, was continued until May 6 in Municipal Court, Room 4, yesterday.

Delmar Cottingham, 21 years old,

115 West 11th Street, the driver, was charged with assault and battery, disorderly conduct and profanity.

The women, Juanita Hagger, 31, 2048 Roosevelt Avenue, and June Case, 28, 911 East Washington Street, told police Cottingham argued with them about the fare when they alighted from the cab in the 2000 block on Roosevelt.

They said he swung the vehicle around in the middle of the street and attempted to run them down. Miss Hagger said she leaped to safety, but Miss Case was struck and knocked down. She was treated by a private physician for bruises.

In addition to giving Cottingham 60 days, Judge Alex M. Clark assessed a fine of \$75 and costs.

## State Labor Laws Supersede NLRB

WASHINGTON—Union shop elections will not be held by the National Labor Relations Board in 13 states which prohibit or restrict such agreements, the board ruled recently. It cited the Taft-Hartley law as the reason.

Those states are Arizona, Arkansas, Florida, Georgia, Iowa, Maine, Nebraska, North Carolina, North Dakota, South Dakota, Tennessee, Texas and Virginia.

A union shop is an arrangement under which the management may hire anyone it chooses, but the employee must join the union after his employment.

The Taft-Hartley law sanctions such agreements provided that a majority of the workers vote for the union shop in an election conducted by the NLRB.

The law outlaws the "closed shop," however. Under the closed shop system, anybody who is hired must already belong to the union.

The board's ruling was regarded as an important interpretation of the law which went into effect last year over President Truman's veto. It means that where there is a conflict between state laws and the permissive union shop section of the Taft-Hartley Act, NLRB will recognize the state laws and not hold the elections.



# TRUCK ROADEO PLANNED FOR TERRE HAUTE

## Bert Wheat Of Union on Committee

To select the safest and most expert truck drivers in Terre Haute and its vicinity, a truck-roadeo will be held in that city on Sunday, July 18.

According to plans now being made, the competing drivers will be given written and driver aptitude tests in the morning of that date and will be put through the road skill tests in the afternoon. The road skill tests of driving around and through obstacles, parking in limited space, lighting flares—now the classic features of roadeos, will be held on Dresser Drive.

Possibly, there also will be a parade along the drive.

The event, to be known as the Wabash Valley Truck Roadeo, will be held under the auspices of the Terre Haute Motor Carriers' Assn. and under the general direction of Bob H. Mason, safety director of the Merchants Freight System.

Bert Wheat, a business representative of Teamsters Local 144, Terre Haute, is one of two officers named by the general committee to have charge of written examinations, his companion in this being Paul Bartlett, director of safety, Eastern Motor Express.

Wheat and Bartlett were selected for their part in the day's entertainment at a meeting of the General Committee, June 4, in offices of the Merchants Freight System. Others selected were:

Officers in charge of the skill course—Bill Allen, operations manager, Motor Freight Corp., and Jack Infange, operations manager, Gerard Motor Express.

Officers assigned to equipment—Clarence Morge, Trailmobile trailer representative, and Earl Frazier, new truck

## Purdue Expert Says Safety Depends on You

By WAYNE M. TIMMONS  
Coordinator, Fleet Safety Program,  
Public Safety Institute,  
Purdue University

"Accidents hit the United States a more crippling blow in 1947 than the atomic bomb inflicted on Hiroshima." That was the opening paragraph of an Associated Press dispatch which you may have noticed recently in your local newspaper. The statement was based on figures compiled by the National Safety Council revealing that 100,000 people were killed and 10,500,000 injured in all kinds of accidents last year, with the cost of these accidents estimated at \$6,700,000,000. That is the price we paid in a period of one year for our individual carelessness, lack of knowledge, and indifference to accidents.

Since our primary interest is in safety as it affects the traffic accident toll, let us single out the figures of the National Safety Council showing that 32,000 of our citizens lost their lives as a result of traffic accidents last year. On a national basis, this is a decrease of 4 per cent as compared with the year 1946.

What about Indiana? Is our record better or worse than the average of the nation in the matter of traffic accidents? The Indiana

sales manager, McKee Rogers, Inc.

Emphasis will be placed on the growing importance of the safe, defensive driver, who is described in a news release prepared for the general committee.

According to this description:

"The safe, defensive driver expects and makes allowances for reckless and careless actions of others. He keeps constantly alert and thinks far enough ahead to be able to take the necessary preventive action before dangerous situations arise. He adjusts his driving to meet all hazards of weather, roads, traffic and other conditions.

Application blanks for entry in the roadeo are available, for all who believe themselves eligible to compete, at the various freight company offices and further information can be supplied by any of the committee members.

Deadline for entry is midnight, July 11.

State Police recently released facts on the Indiana traffic accident toll for 1947 that are quite shocking and should be of great concern to all citizens of the Hoosier state. The figures show there was a total of 1,109 traffic fatalities in our state during the past year—an increase of 11.4 per cent as compared with the 995 lives lost on Indiana streets and highways during 1946.

On an average, during 1947 a motor vehicle traffic death occurred in our state every eight hours or slightly more than three for each calendar day. In addition, 23,000 people were injured in traffic crashes. A total of 72,000 accidents was reported in the state. The economic loss from these accidents was estimated at \$49,905,000. That is only the price we paid from a statistical point of view as a result of traffic crashes in Indiana during 1947. The true loss must further be measured in terms of personal sorrow, physical impairment and suffering endured, and the financial loss to all those affected.

Also of great concern to all motorists in Indiana should be the report released by the National Safety Council in February issue of *Public Safety* revealing the total number of traffic deaths in each of the respective states during 1947 and indicating the percentage of increase or decrease in each state by comparing the 1947 fatality toll against that of 1946. This report reveals that Indiana ranked eighth in the entire nation in number of traffic deaths last year.

On the basis of percentage of increase of traffic fatalities in each state last year, the report showed Indiana ranking second in the nation. Nebraska, where 330 traffic deaths occurred, experienced a 23 per cent increase to lead the list. But the number of motor vehicle fatalities in Nebraska, based upon both population death rate and the mileage death rate, was less than each of those respective rates in Indiana.

### Article Lists Some "Delusions"

Since such a deplorable condition exists, what can be done to alleviate it? What can you and I as motor vehicle drivers and pedestrians do to assist in reducing the tragic traffic toll? In an attempt to answer these vital questions, let us turn to an article by David G. Wittles entitled: "Should You Be Allowed To Drive?" The article appeared in December 6, 1947, issue of *The Saturday Evening Post* and should, in my opinion, be read and re-read by every driver of a motor vehicle.

Mr. Wittles calls attention to some "delusions" that have been permitted to creep into the minds of average motorists. These ideas are so commonly accepted, he says, that "if we don't somehow get rid of them, we shall in the next ten years, probably kill as many people as now live in Denver, cripple as many as live in the states of Vermont, New Hampshire and Delaware combined, and injure a number comparable to the present total population west of the Rockies."

"The first delusion," he says, "is that it takes less training to run a ninety-horsepower, 3,000-pound vehicle, in which one mistake can cost several lives, than it does to operate a typewriter or a calculating machine or play a game properly. Formal education in the art of handling the most dangerous instrument in general usage is a rarity. There are more golf pros and far more dancing teachers than there are driving instructors, and the few commercial driving schools rarely teach more than the easiest way to get by the inadequate state driving tests. Though most high school graduates drive, even the high schools have largely ignored the subject. Many of them have lengthy courses in typing. Some teach basket weaving, embroidery, wood carving, folk dancing and how to take care of our feathered friends. But only about 500, or 2 per cent of the 25,000

high schools, have courses in actual operation of automobiles."

The second delusion, he says, "afflicts practically all of the 44,000,000 licensed drivers in the United States. Each is convinced that he or she is a good driver; that it is the other fellow who ought to be shot, or ruled off the road, or at least locked up for driving like a crazy fool."

The third delusion, he continues, "is that the majority of automobile accidents are due to narrow highways, slippery roads, sharp curves and decrepit cars."

What is your opinion—you motor vehicle drivers—as to what causes so many motor vehicle accidents? Are you one of those possessing the "delusions" mentioned by Mr. Wittles? Whether you are or not, it will be well worth your time to get a copy of his complete article and give it your undivided attention and thought. It could very well be the means of causing you to reflect in a way that might save your life some day when you are on the street or highway.

### Safety Depends Upon You

What can you do about this traffic accident problem? First, you can arrive at the factual decision that your safety in our complex motor vehicle traffic system depends upon you and the way you walk or drive. Then you can take the necessary steps to improve your knowledge of motor vehicles, your knowledge of the physical laws involved in driving and their application to motor vehicle operation. You should know about your personal physical limitations and how you may compensate for existing deficiencies. You should possess a complete understanding of legal regulations governing driver and pedestrian actions and a complete knowledge of the safe driving practices which skillful, accident-free drivers employ.

After you have gained this knowledge, put it into practice while driving. Practice it consistently until it becomes a fixed driving habit. In addition, develop the attitude of self protection, in the sense of not relying upon your legal rights, but through driving in such a manner as will allow for errors of other drivers and avoid involvement with their vehicles. Remember, your main interest lies not in protecting your legal rights, but in preventing traffic accidents.

Finally, set the good example in your driving. By employing safe driving practices and giving your undivided attention to the task of efficiently operating the vehicle every second you are behind the wheel, you can establish an enviable driving record that may influence other motorists to follow your example. The accident-free driver is the good driver. You can set the pattern in your community and help develop the proper kind of public opinion.

Traffic accident prevention can be achieved. If any motor vehicle driver really wants to prevent being involved in a traffic accident, through acquiring the proper knowledge and practicing the knowledge acquired, he can reduce to a minimum his chances of being involved in such an experience. If he feels that a proper conception of traffic accident prevention needs to be instilled in the minds of our motoring public, then, at home, among his neighbors, and in his community, each driver can start action to achieve this goal by setting a good example and by building an attitude of personal responsibility.

Then the solution to the question, "Where Do We Go From Here?", will be simple and pleasant.

(Written for "The Fifth Wheel")

You start the circle of demand when you insist upon the Union Label from your retailer because then he insists upon it from the wholesaler—the wholesaler from the manufacturer—and the demand goes 'round and 'round.

## Dry Cleaner Drivers Ask Organization

So many dry cleaning company drivers in Indianapolis have asked to join the Teamsters, that C. E. Davis, president of Teamsters Local 188, has called a meeting of the drivers to discuss enrolling them in his union.

The meeting will be held in Teamsters' Hall, 28 West North St., at a date to be specified.

The drivers are embittered at their inadequate pay and impossible hours and look with envy at the better conditions enjoyed by union drivers, employed by the bakers, bottlers and others in this vicinity.

Local 188 says it can guarantee to get the dry cleaning drivers more money, vacations and decent hours if the drivers will help themselves and cooperate collectively. It's all up to the drivers themselves, Mr. Davis says.

A successful union is not a one man job.

## Beware! No Vote Counts vs. Union In UA Election

(Continued from page 1)

their ballots. Four of the seven failed to sign the outside envelope as instructed, therefore their vote could not be counted. That left but three votes counted and while all three voted for the union shop (six were necessary), they lost the election and these men will have to work under an open shop for one year.

The three who failed to vote as well as the four who did not sign the outside envelope, are considered as voting against the union shop, according to the Taft-Hartley Act. Unfair but true!

The other election was with the Lafayette Ice & Coal employees. This election went over in nice shape. Not one single vote was registered against the union shop. However, two failed to get their ballot in and three failed to sign the envelope.

We wish to compliment our employees at the Lafayette Ice & Coal for the stand they took and the results they produced. It means that these men can continue to benefit by conditions they have enjoyed for a number of years.

Previous to this first mentioned case, we have won all of our union shop elections. We have but two more filed, one for the construction drivers and one for the furniture movers.

While we believe the men in these two groups to be good union men and appreciate the conditions under which they work, we wish to warn them to exercise care and be prompt in their voting, otherwise conditions may be lost.

If when you receive your ballot you do not understand how to proceed, ask someone who knows.

## Thru the Door of 144

We are happy to report that employees of the Hulman Wholesale Grocery Co. here have voted overwhelmingly to elect Teamsters' Local 144 as their bargaining agent in a Union Authority election just conducted by the National Labor Relations Board. Of 211 persons who voted by secret ballot, 205 voted for the union. By our figures this means the election went 97+ per cent in our favor. On this basis at least nine of the 10 men who were on vacation and did not vote would otherwise have voted "yes."

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The regular meeting of Local 144 is held the second Thursday of each month, at the Teamsters Office, 213 1/2 South Third St., Terre Haute.

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Negotiations are completed and new contract signed with International Harvester Co., giving their mechanics a substantial increase and seven paid holidays.

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New contracts also have been negotiated for Ice Cream drivers at Borden's and Model Dairy Cos., with substantial wage increases.

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### NOTICE ROAD AND CITY DRIVERS

Be sure and read at the top of this page about the Wabash Valley Truck Roadeo. The plans have been laid for a big event for all, including a parade, if possible. If you are eligible, be sure and contact your freight company for application blanks. Deadline for entries, midnight July 11, 1948. The Roadeo is set for July 18, 1948. Dresser Drive, Terre Haute, Indiana.

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Happy birthday and best wishes to our President Gale F. Murrin, whose birthday was June 11.